

Oceanic Steamship Company Sierra Schedule

ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
SEPT. 10	SEPT. 16	SEPT. 27
OCT. 1	OCT. 7	OCT. 18
OCT. 22	OCT. 28	NOV. 8
NOV. 12	NOV. 18	NOV. 29
DEC. 3	DEC. 9	DEC. 20

Connects at Honolulu with C. A. Line for Sydney. C. A. Line leaves Honolulu for Australia Jan. 8, 10 and every 28 days.
*Arrives in Honolulu a week in advance of C. A. Line steamer en route to Sydney.

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than twenty-four hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA. FOR VANCOUVER.

ZEALANDIA	SEPTEMBER 16	MARAMA	SEPTEMBER 13
MARAMA	OCTOBER 14	MAKURA	OCTOBER 11

*Calls at Fanning Island.

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.
Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co. Toyo Kisen Kaisha S. S. Co.

Steamers of the above Companies will call at HONOLULU and leave this Port on or about the Dates mentioned below:

LEAVE HONOLULU FOR ORIENT.	LEAVE HONOLULU FOR S. F.
NIPPON MARU.....SEPT. 13	CHIYO MARU.....SEPT. 17
SIBERIA.....SEPT. 19	ASIA.....SEPT. 24
CHINA.....SEPT. 26	MONGOLIA.....OCT. 3
MANCHURIA.....OCT. 8	TENYO MARU.....OCT. 15
CHIYO MARU.....OCT. 11	KOREA.....OCT. 22
ASIA.....OCT. 13	NIPPON MARU.....NOV. 5
MONGOLIA.....OCT. 31	SIBERIA.....NOV. 12
TENYO MARU.....NOV. 8	CHINA.....NOV. 19
KOREA.....NOV. 14	MANCHURIA.....NOV. 26
NIPPON MARU.....NOV. 29	CHIYO MARU.....DEC. 3
SIBERIA.....DEC. 5	ASIA.....DEC. 10
CHINA.....DEC. 12	MONGOLIA.....DEC. 24
MANCHURIA.....DEC. 19	CHIYO MARU.....DEC. 27

FOR FURTHER INFORMATION APPLY TO
H. HACKFELD & CO. LTD

Matson Navigation Co.'s Schedule, 1910

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco	Sail for San Francisco.
Lurline.....September 23	Wilhelmina.....September 14
Wilhelmina.....October 4	Lurline.....October 4
Hilonian.....October 15	Wilhelmina.....October 12
Wilhelmina.....November 1	Hilonian.....October 22

3. S. Nevada of this line sails from Seattle for Honolulu direct on or about Sept. 17th 1910.

For further particulars apply to
CASTLE & COOKE LTD., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE AND TACOMA TO HONOLULU DIRECT:
S. S. Alaskan, to sail.....September 11
S. S. Arizonan, to sail.....September 23

For further information apply to
H. HACKFELD & CO., LTD., Agents, Honolulu.
C. P. MORSE, General Freight Agent.

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Rock and Sand

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TIDES, SUN AND MOON.

Full moon Sept. 18th at 6:21 p. m.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept	Sept	Sept	Sept	Sept	Sept	Sept	Sept	Sept
12	11:00	1:00	11:30	2:30	6:30	5:47	6:02	6:17
13	11:06	1:07	11:36	2:36	6:36	5:57	6:03	6:18
14	12:43	1:43	12:53	3:53	8:23	5:48	6:00	6:15
15	1:25	1:25	1:21	4:41	9:11	5:48	6:00	6:15
16	2:05	1:5	1:58	5:21	9:51	5:48	6:00	6:15
17	2:43	1:8	2:35	6:03	10:31	5:48	6:00	6:15
18	3:20	1:7	3:11	6:48	11:11	5:48	6:00	6:15

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time whistle blows at 1:30 p. m., which is the same as Greenwich 0 hours 0 minutes. The sun and moon are for local time for the whole group.

Shipping in Port

(Government vessels.)

U. S. L. H. T. Kukui, from cruise, August 19.
U. S. R. C. Thetis, from cruise, Sept. 8.

Merchant vessels.

Florence Ward, Am. schr., from Midway, August 11.

Danmark, Dan. bk., from Leith August 12.

Helene, Am. schr., Aberdeen, August 19.

S. S. Columbian, from Seattle September 7.

Schr. Robert Lewers, for Port Ludlow, Aug. 11.

TRANSPORT SERVICE.

U. S. A. T. Logan, from San Francisco for Honolulu, Sept. 6.

U. S. A. T. Sheridan, from Honolulu for Manila, August 12.

U. S. A. T. Dix, from Honolulu for Manila, August 12.

ARRIVED.

Sunday, September 11.

Str. Kinau, from Maui ports, a. m.

M. N. S. S. Wilhelmina, from Hilo, a. m.

Str. Wallele, from Kailiawai, a. m.

Str. Likelike, from Mahukona, a. m.

Str. Mikahala, from Molokai and Maui, a. m.

DUE TOMORROW.

U. S. A. T. Logan from San Francisco.

C. A. S. S. Marama, from Sydney.

Str. Mauna Loa, from Kona and Kau ports, a. m.

P. M. S. S. Manchuria, from Yokohama, 6 a. m.

SAIL TOMORROW.

T. K. K. S. S. Nippon Maru, for Yokohama, 10 a. m.

Str. Mauna Kea for Hilo and way ports, a. m.

Str. Kinau, for Kauai ports, 5 p. m.

SAIL WEDNESDAY.

M. N. S. S. Wilhelmina, for San Francisco, 10 a. m.

DUE FRIDAY.

C. A. S. S. Zealandia, from Victoria and Vancouver.

T. K. K. S. S. Chiyo Maru, from Hongkong.

O. S. S. Sierra, from San Francisco, a. m.

PASSENGERS

Arrived.

Per Str. Kinau, September 11, from Kailiawai: From Waimae—O. Robinson and son, M. Wilgeroth, Mrs. Brandt, H. B. Kaiwa, Anekalea, Mrs. Chorman, Mrs. Kahoonu, Miss Charman, Miss M. Keawe, A. Correa.

From Makaweli—F. Gay, Mrs. Martin, Mary Keawe, M. J. Pereira.

From Eleele—Hop Sing, Miss D. White, M. Maage, Ah Sing, Miss Sing, Miss Hastie, Wafolaloa, Noah Neeson.

From Koloa—Miss Pieler, Miss Horner, H. Brandt, G. Brandt, Judge Kapahu, S. L. Kaulili, K. Kasaki, F. Smith, Wilhelm Smith, Miss V. Silva.

From Nawiliwili—A. S. Wilcox, Miss Wilcox, Miss P. Wilcox, R. W. T. Purvis, Mrs. Purvis, Miss Purvis, W. Koane, Mary Koane, Yoshiho, Father Reginald, Brother Sylvanus, C. Rice, Doctor Huddy, Miss G. Sheldon, Miss W. Ayau, Miss H. Jacobsen, Marcus Billson, Miss J. MacFarlane, Miss Radway, Master L. Waterhouse, W. Kekaeawa, Miss Kimball, Miss D. Whittington, Master H. Hanau, Miss Christian, H. Rostberg, Leslie Wishard, Esther Kaiwe, Louisa Kealaloa, Anne Kamau, Miss L. Kamau, Ethel Edwards, A. S. Prescott, A. Cockett, A. Fricke, F. Ellis, Opunui, Miss J. Padgett, Mrs. J. J. Aach, Miss Blackstadt, Alice Al, Miss Al, H. V. Ako, J. H. Kaiwi, Mrs. Lindley, W. P. Hanake, A. Perry.

Mrs. Perry, Miss Perry, Mr. Schilling, Mrs. Schilling, W. K. Werner, Mrs. Frederberg, C. Contrades, Rose Contrades, Miss K. Hoopli, Miss T. Awa, Mrs. Huddy, Miss Huddy, Master Huddy, Mrs. C. Huddy, Miss S. Huddy, A. Kaheliki, Miss E. Hano, J. Kane, S. Blake, Mrs. Sanborn, Master Sanborn, P. Waterhouse, J. McInerney, H. W. Kimball, Mrs. McLennan, Mr. Knight, Dan Hano.

Becked to Depart.

Per S. S. Wilhelmina, for San Francisco, September 14.—Mr. and Mrs. E. E. Cadwell and child, H. H. Simpson, C. S. Davis, A. Blom, L. H. Dee, Vincent Genoves, Mrs. Charles R. Frazier and child, Arthur Gilman, Atherton Gilman, Walter Doyle, T. C. White, Dr. E. R. Marshall, H. W. Pogue, Mr. and Mrs. Harry White, A. Schnack, W. P. Kelley, Miss Edna Henry, Mrs. J. Farnsworth, Mr. and Mrs. L. E. Dreyfus, Mrs. G. F. Boreman and child, Miss White, Mr. and Mrs. F. L. Pohl and child, Mrs. A. W. Adams, Mrs. E. Olmstead, H. W. Knight, Dr. George H. Huddy, Mr. and Mrs. H. B. Penhallow, L. L. Clark, Wm. Lidgate, Mr. and Mrs. A. N. Hayselden, Mrs. J. S. B. Pratt and 2 children, Ernest Gay, Mr. and Mrs. Francis Gay, Mr. and Mrs. F. F. Baldwin and son, Miss V. Atherton, Hermon von Holt, Miss Mary von Holt, Mrs. T. K. Beard, Mrs. A. E. Beard, Mr. and Mrs. W. F. Dillingham, Mr. and Mrs. Fennimore, Mr. and Mrs. H. C. Holmes, Miss P. B. Roberts, Mrs. J. B. Roberts, Mrs. J. A. Gilman, S. M. Damon, Mr. and Mrs. L. A. Thurston.

FOREIGN STEAMER TIME TABLE

STEAMERS TO ARRIVE.

Due Name from

September

13—Marama Colonies

14—Manchuria Yokohama

16—Zealandia Victoria

STEAMERS TO DEPART.

Depart Name For

September

13—Nippon Maru Yokohama

13—Marama Vancouver

14—Manchuria San Francisco

16—Zealandia Sydney

DOLE TALKS ABOUT THE ANTIPODEANS

When the California athletes returned recently to San Francisco from Australia, badly licked but still smiling, they had a great deal to say about their trip and the hospitality of the people in the land of the kangaroo. The Examiner had this to say of young Dole, of Stanford.

Kenneth Dole, captain-elect of the Stanford University team, and who acted as captain of the tourists when Cerf, the elected captain, was not playing, expressed himself as satisfied that the trip would be of great benefit to Rugby football in this country. "LEARNED A LOT."

"Most of the plays we saw," said Dole, "were plays that had been explained to us and with which we were theoretically familiar, but the manner of execution and the display of the value of these plays before our eyes gave us more insight into the practical side of the game than any amount of verbal instruction could do. In some of the games which we lost we were better than our opponents in actual strength and speed, but their superior knowledge of how to turn everything to account gave them the long end of the score. We could see where we had erred after it had happened, but the longer experience of the men we were against enabled them to outmaneuver us."

The enthusiasm of the Antipodeans for the Rugby game astonished the visiting players. They say that there is more interest taken in football in Australia and New Zealand than there is in baseball here. The returning players cite, as an instance of the enthusiasm over the game and the friendly spirit with which they were treated, the fact that although they left Wellington on a steamer that left in the dead of night over 500 people were on the wharf to give them a parting cheer.

DEVELOPMENT OF ALASKA COAL LANDS

As the cost of this coal (some 1,500,000 tons since Alaska was acquired) to the purchaser has been about \$10 a ton, it is easy to appreciate the shortsighted ineptitude of the policy which has been pursued. That policy has not been guided by a broadminded, statesman-like view of the situation, or even by plain, ordinary common sense. It reflects for the most part a rather mean and petty apprehension that some men in command of the large capital which the development of these coal lands imperatively demands might enrich themselves by getting the coal out of the ground and selling it to the public. In view of this alarming possibility Congress and the government have been playing the part of the proverbial dog in the manger. The inspiring, cons-

training, determining thought has been that it is better that the coal lands of Alaska should remain undeveloped than that their development should be committed to the capitalists by whom alone it can be accomplished, and all the legislative and executive action which has been taken in the premises seems to have been deliberately shaped to that end. These lands belong to the people, has been the idea, and they must be reserved for the people by building a fence around them so high that the most agile capitalist shall be unable to surmount it.

Here the premises are all right, but the conclusion is absurd. Certainly the Alaskan coal lands belong to the people and things should be so arranged that the people may get the good of them, which is more than they are doing now. The fallacy consists in the application to these lands of the homestead principle. If any one could work a coal mine as easily as take up a homestead it would be correct and proper to pass laws and establish rules to prevent their monopolization, but as this is not the case, as to work the Alaskan deposits capital, and a great deal of capital, is needed, the sensible course would be to give capital a fair chance. Let the government impose a reasonable royalty on every ton of coal mined, and then instead of discouraging, let it

invite and facilitate capitalistic enterprise. Every one in that case would be better off, for at present the coal lands are of no use to any one except the insouciant self-seeking demagogues whom they provide with an opportunity for the manufacture of political capital.—Philadelphia Inquirer.

ENGINEERS TO SURVEY WRECK OF THE MAINE.

WASHINGTON, August 29.—Engineers soon will be sent to Cuba to make a preliminary survey of the conditions of the battleship Maine, which was blown up in Havana harbor just before the Spanish War. This was decided today, at the first meeting of the Board of Army Engineers, appointed several weeks ago under the authorization of Congress, to proceed with the removal of the wreck. Composing the board are Colonel William H. Black, Lieutenant-Colonel M. M. Patrick and Captain H. B. Ferguson.

Two objects will be kept in mind by the board in removing the battleship. The first will be to recover the bodies of the sailors who lost their lives when the ship was blown up, but second will be to ascertain whether the vessel was blown up from the inside the board today was said to be that the best method of accomplishing these objects was to raise the vessel in the open. This would be possible by the construction of caissons around the wreck.



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